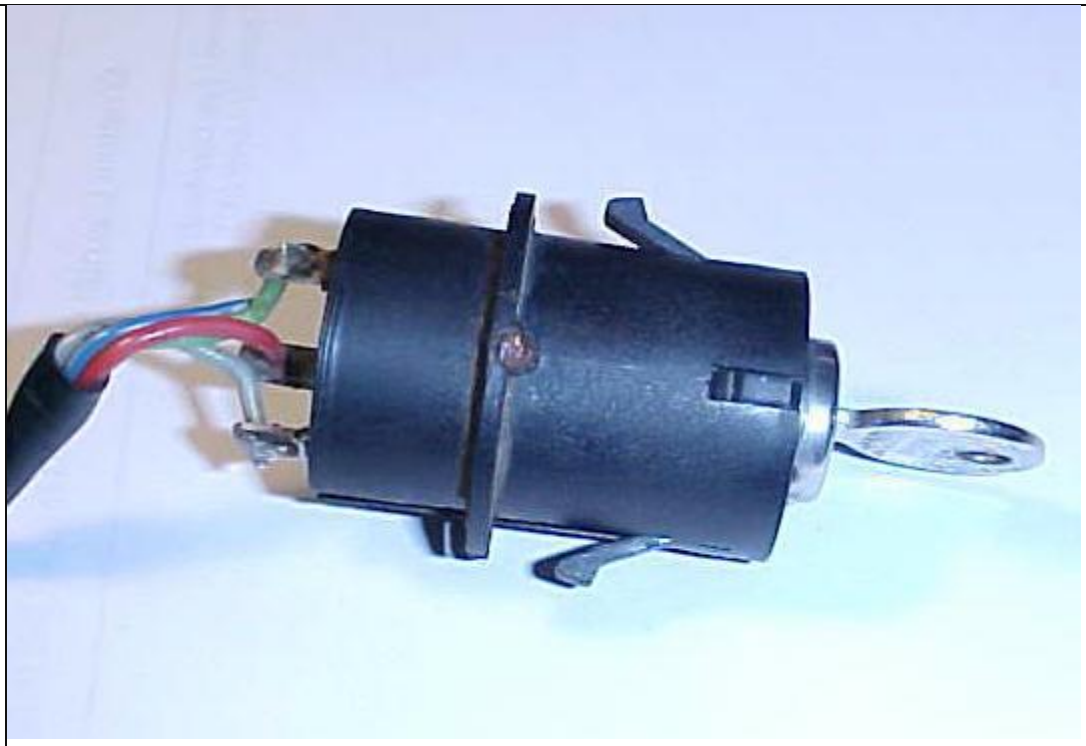
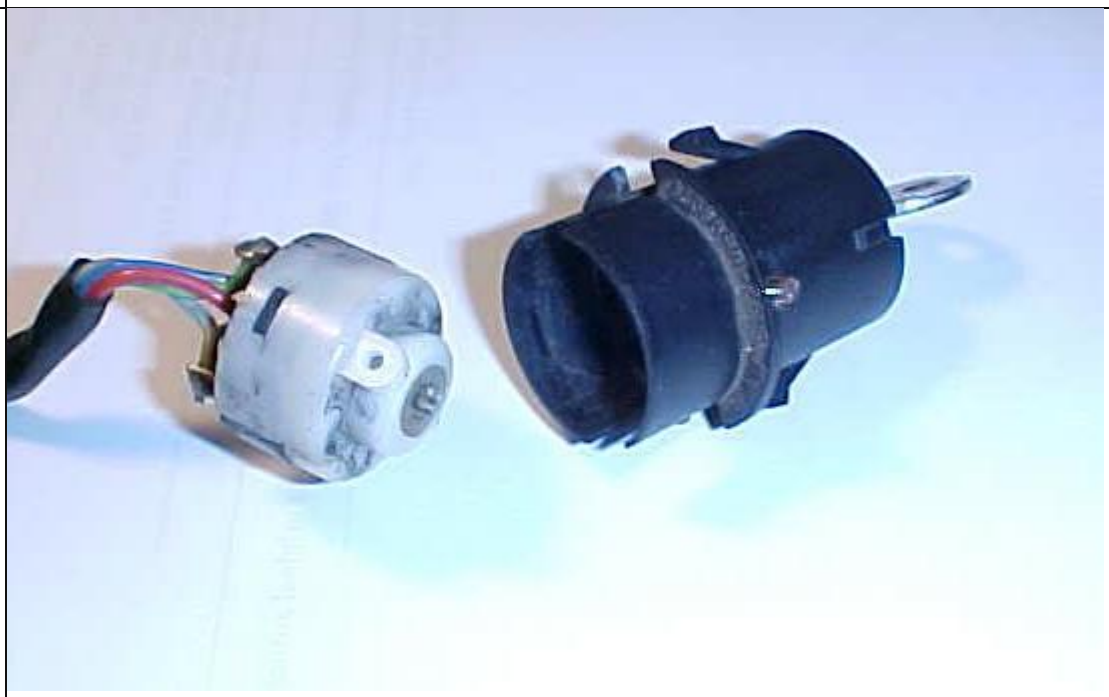
Don Eilenberger's

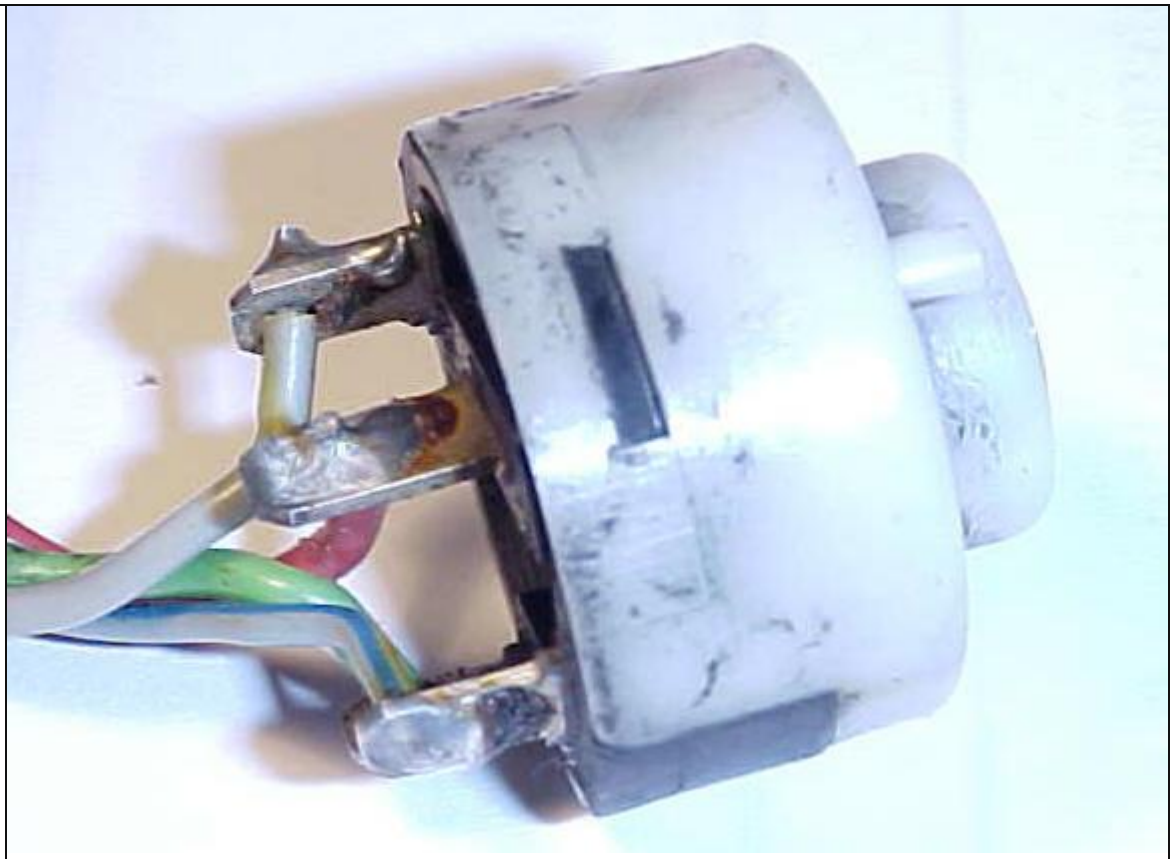
Cleaning a K bike ignition switch - by request from the IBMWR list

1. Remove the setscrew holding the switch assembly together. It can be seen after scraping off the red paint over it The setscrew can be seen in this photo - the paint has been removed already.	
2. Disassemble the switch from the cylinder/barrel assembly. You can clearly see the backed out setscrew in this photo. It goes into the round hole on the white part of the switch shown in this photo on reassembly. Try not to rotate the key once the two parts are separated..	

3. The retaining tangs (there are two of them) that hold the switch together.

Use a very fine screwdriver to gently lift the white plastic enough so the tangs release. DO not use blunt force! If you break the plastic you've screwed the pooch.. so don't do that.

BOTH must be released to disassemble the switch.



4. WHEW! The insides - your job is

(a) clean all the dirt and gunk out

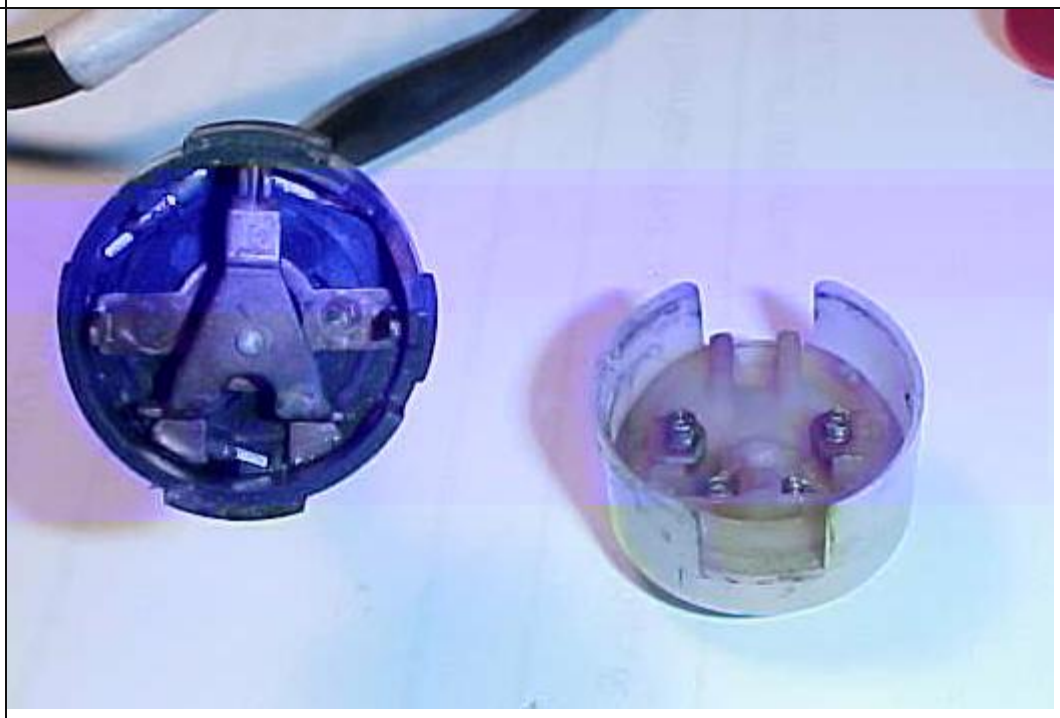
(b) clean the contacts so they look like new

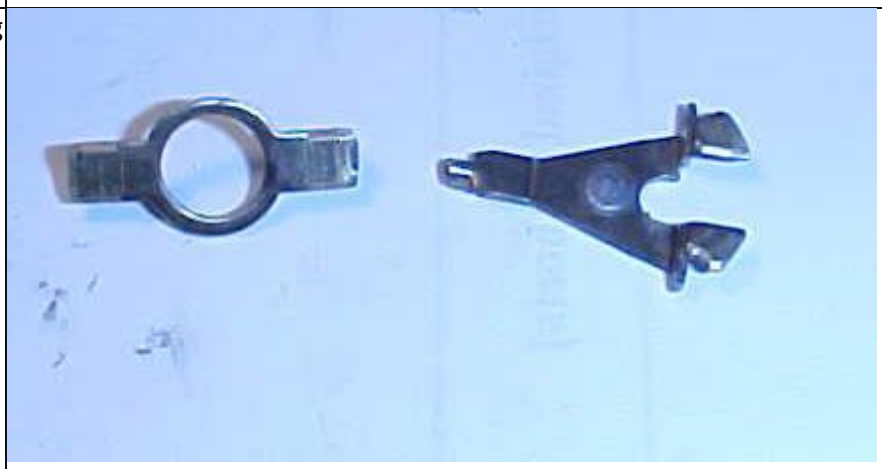
(c) remember how it all goes together

The springs rotate in the white plastic bit that is turned by the ignition cylinder - this plastic bit also turns the brass pieces in the black section of the switch.

The springs are used to press the moveable contacts firmly against the fixed contacts.

You must remove and clean the brass pieces (moving contacts) and the fixed contacts under them.



5. The fixed/embedded contacts - your goal is to make these CLEAN - an ink-pencil eraser is your friend in this quest - or some 1200 grit sandpaper. And some electronic contact cleaner. Note the burning marks on the fixed contacts - this is a slight amount of burned metal with a nice layer of grease/deposits over it. You want these CLEAN and SMOOTH. Work on it until you get it right.	
6. The rotating contacts - again - the goal is to get these nice and clean with no signs of burning on the contact surfaces. NOTE - the black gook and marks on the paper these are sitting on is burned contact combined with grease. It's messy - so do this on a disposable surface.	
7. The contacts AFTER cleaning and polishing. The fixed contacts should also be this clean.	
8. Reassembly - use some good quality grease on the contacts before reinstalling them. A small smear (tech-term) is more than enough. Too much is not a good thing. Then reassemble in the reverse order to disassembly. If you didn't make notes on how it all goes together - the photos above	

might be useful.

When done - a dab of paint on top of the setscrew isn't a bad idea - it will keep it from backing out on it's own.

Total cost - nil. Unless you want to buy me a beer at a rally sometime :-)